## When 20-30 mi. out and in range of ATIS/AWOS

ATIS/AWOS, Altimeter ……CHECKED/SET
DG to Compass. ……..SET
Marker Beacon ……TESTED/ON
Fuel (Quantity, Selector, Pumps) ……..CHECKED/SET/ON
Lights (Aircraft, Airport) ……..ON

## When type of approach is confirmed/advised

***TUNE, ID, TWIST (OBS), MODE (CDI), DME***
Note TDZE & Runway Length
Always know the next course and altitude before arriving at next fix!!!
Minimums/Missed Approach: Time, fix, or altitude? What heading/course?

## IAF / Holding pattern (5 T's)

**Turn** to heading
**Time**
**Twist** (NAVs, COMs, OBS)
**Throttle**
**Talk** (radio call)

## Before FAF (start of glideslope intercept or <1 mile out)

Slow to approach speed
**L**anding light……ON
**C**arb heat. ……ON
**G**as: fuel selector set to both/fullest (Low wing: boost pump(s) on) ……SET
**U**ndercarriage……..……DOWN & GREEN
**M**ixture ……SET
**P**rops / Power……..FORWARD/SET
**F**laps (No flaps if circling) ……SET
**S**eatbelts/shoulder harnesses ……ON

## FAF

Begin descent
Time (non-precision)
Talk
Call out Altitude (300, 200, 100, minimum/missed)
Do not change aircraft configuration after FAF unless runway is in sight

## Missed Approach

Full power
Reduce flaps
Check for positive rate of climb -> Flaps/Gear up
Execute the missed approach procedure
GPS: **SUSP**, **OBS**, or **Direct To** as appropriate to take GPS out of suspension